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**MIAMI-DADE COUNTY, FLORIDA
NOTICE TO PROFESSIONAL CONSULTANTS
MIAMI-DADE AVIATION DEPARTMENT**

**South & Central Checked Baggage Inspection Systems (CBIS)/
Checked Baggage Reconciliation Areas (CBRA)/Baggage Handling
System (BHS) Program.
ISD PROJECT NO. A14-MDAD-01**

The County Mayor, Miami-Dade County, pursuant to Chapter 287.055, Florida Statutes, Sections 2-8.1 and 2-10.4 of the Miami-Dade County Code, Implementing Order 3-34, and Administrative Order 3-39, announces that the Miami-Dade Aviation Department (MDAD) will require professional architectural and engineering services from one (1) qualified consultant for Design of South & Central Checked Baggage Inspection Systems (CBIS)/ Checked Baggage Reconciliation Areas (CBRA)/Baggage Handling System (BHS) Program.

The scope of services consists of architectural and engineering (A/E) services including but not limited to construction administration to facilitate the construction of the CBIS/CBRA four-story, 60,000 square foot facility that will be integrated with the existing Central Terminal structure at Miami International Airport (MIA). The resulting professional services agreement from this solicitation will continue the design as put forth in a thirty percent (30%) design package that was prepared in 2013 for the Transportation Security Administration (TSA) for the Optimization of the South Terminal in-line screening Baggage Handling System (BHS) and a new in-line BHS for the Central Terminal.

Architectural/Engineering Services are divided into the following work packages:

1. Work Package 1 - CBIS/CBRA Building
2. Work Package 2 - South CBIS/CBRA/BHS Reconfiguration Project
3. Work Package 3 - Central CBIS/CBRA/BHS Development Project

MDAD intends to retain one (1) qualified firm under one (1) Non-Exclusive Professional Services Agreement. The term of the contract is for a five (5) year period. Maximum compensation for the contract is fifteen million dollars (\$15,000,000) inclusive of contingency in accordance with Ordinance 00-65. No minimum amount of work or compensation will be assured to the retained consultant. The County reserves the right to re-use the work products of the retained consultant and to retain other consultants to provide the same or similar services at its sole discretion.

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A/E TECHNICAL CERTIFICATION REQUIREMENTS

PRIME

- 4.02 Aviation Systems - Architectural Design
- 18.00 Architectural Construction Management

PRIME AND/OR SUBCONSULTANTS

- 4.01 Aviation Systems Engineering Design
- 6.01 Water Distribution and Sanitary Sewage Collection and Transmission Systems
- 8.00 Telecommunications Systems
- 10.01 Stormwater Drainage Design Engineering Services
- 11.00 General Structural Engineering
- 12.00 General Mechanical Engineering
- 13.00 General Electrical Engineering
- 15.01 Land Surveying
- 16.00 General Civil Engineering
- 17.00 Engineering Construction Management
- 22.00 ADA Title II Consultant

Minimum Qualifications

The selected Prime firm or sub-consultant(s) must possess the following minimum qualifications:

1. Have designed at least five (5) CBIS and CBRA in accordance with the Transportation Security Administration Planning Guidelines and Design Standards (PGDS), version 3.0 and higher in the past five (5) years;
2. Have designed at least one (1) CBIS and CBRA in accordance with the TSA Planning Guidelines and Design Standards (PGDS), version 3.0 and higher in the past five (5) years with a minimum design peak hour throughput rate in excess of 1,800 bags per hour;
3. Have provided Construction Administration services for the above identified CBIS/CBRA projects;
4. Have designed CBIS/BHS integrated with the automated BHS sortation at a major U.S. Airport (Category X, preferably) for multiple carriers that was designed to process approximately minimum 1,800 bags/peak hour.

Additional Qualifications

The Prime firm or sub-consultant(s) shall have participated or are currently participating in a Transportation Security Administration (TSA) Recapitalization or preferably Optimization Program on a similar system as described above. At a minimum, the

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selected Prime firm or sub-consultant(s) must have made major modifications to a system as described above utilizing the TSA PGDS method of making modifications.

The Prime firm or sub-consultant(s) must have five (5) years of experience in airport Terminal building architecture and/or related engineering design in an airport Terminal building, preferably collaborating with BHS design professionals.

Disadvantage Business Enterprise Goal

The Disadvantage Business Enterprise (DBE) Goal is 26.2%.

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